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CENTRAL INTELLIGENCE AGENCY

INFORMATION REPORT

COUNTRY East Germany

SUBJECT Object 90 of SDAG Wismut

PLACE
ACQUIRED

DATE OF
INFO.

REPORT

CD NO.

25X1

DATE DISTR. 2 February 1956

NO. OF PAGES

NO. OF ENCLS.

SUPPLEMENT TO
REPORT NO.

25X1

25X1

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1. The Katzendorf mining enterprise includes all open pit workings in the Truenzig-Sorge-Settendorf-Grosskundorf area, which extends to 400 meters distance from Gulmitsch. The ore mined was loaded into mine cars which were tested at a testing stand and subsequently hauled by electric locomotives to the Truenzig ore storage bunker. In three daily shifts, an average 75 x 20-ton freight cars were loaded with grade-II ore and 20 x 2-ton freight cars were loaded with grade-III ore at the Truenzig ore storage bunker.

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2. Grade-I ore was the best quality ore mined at Gauern. Ore lodes up to

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60 cm in diameter are said to be found there at 12 meters depth.

3. Mine 356 included main hoisting shaft 356 and shaft 84. Work was done by two working sections (Reviers); working section 1 being employed at the 30-meter level, working section 2 being employed at the 60, 90, and 120-meter levels.
4. The ore extracted was active material, barren rock was left underground; German radiologists tested the material below the ground. Drilling holes were monitored before extraction work was started. Only active material was mined; barren rock was left untouched. The active material was classified into grades I to IV and trucked to Ronneburg freight station for further shipment to Grossen.

Opening-Up of New Shafts

5. Opposite Mine 356, a new shaft was being sunk to 60 meters depth. This shaft was said to be the only brick-lined shaft in the area. Some 100 meters away from shaft 84, another shaft was sunk 180 meters deep. This shaft was not yet in operation but was expected to be placed under the administration of Mine 356 on 1 April 1955.

Motor Pool

6. The following installations were subordinate to the central motor pool administration:
 - a. Zwittzchen motor pool, which served material shipments
 - b. Teichwolframsdorf motor pool, which served personnel transport
 - c. Gera-Zwoetzen motor pool, the main technical administration
 The following vehicles were available: 240 x 4-ton ZIS tipping trucks
 8 x 2 1/2-ton Molotov tipping trucks
 68 buses
 30 vehicles of various types such as cranes trucks, tank trucks and the like
- There was a 1,000 to 1,100-men work force. Work was done in three shifts. The motor vehicle park of the Zwittzchen motor pool was assigned to work in the Katzendorf-Sorge-Settendorf open-pit mining area.
7. Within a 24-hour period, 3 trains consisting of 20 to 25 freightcars of 15 tons capacity were dispatched from Katzendorf loading point to Teichwolframsdorf. At Teichwolframsdorf, these cars were assembled into trains made up of 60 cars and dispatched to Grossen.

The Truenzig Mine "4th SED Party Rally" (formerly Sorge-Settendorf Mine)

8. This open-pit mine was subdivided into three working sections (Reviers). A total of 45 power shovels were in operation. Overburden was sent to the dump by 90 to 110 tipping cars from the Zwittzchen motor pool.

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9. A total of 4,000 mine cars of 75 cubic meters capacity were loaded in three shifts with grade-III ore. Electric locomotives hauled the cars to the Truenzig loading bunker for further rail shipment. Since an average 60 to 70 freight cars of 15 to 20 tons capacity were dispatched per shift, the volume of outgoing shipments dispatched in three daily shifts was estimated at between 2,900 and 4,200 tons of ore carried by 200 to 210 freight cars. The cars proceeded via Teichwolframsdorf to Werdau where trains consisting of some 60 cars were assembled and sent through to Crossen and to Gittersee. It was held likely that the shipments to Gittersee consisted of material delivered from Gauern.

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A train consisting of 60 empty freight cars dispatched from Gittersee was observed arriving daily at Werdau at 0700 hours, another similar train arrived from Crossen between 0900 and 0930. These shipments were followed by three more similar shipments during the day. Half of the empty cars were sent to Truenzig, the other half to Gauern.

10.

11. An open-pit operation was scheduled to get under way in the Culmitach area. Prospecting work was finished in December 1954. Geologists were surveying the area. Mining activities were expected to be performed on a 500-meter wide strip of land extending down to Ronneburg. A high yield was expected.

On Elevation 331, some 800 meters west of Zwirtzschen, the Muecke mine shaft was advanced down to 75 meters depth. Construction work was to be continued in the summer of 1955.

Another open-pit works was under construction near Stolzenberg east of Ronneburg. Overburden was removed and ore extraction was expected to get under way in the summer of 1955. Satisfactory ore deposits were allegedly struck at 30 to 35 meters depth.

Underground mining operations were reported from the Paitzdorf area. A mine located between Paitzdorf and Reust was being exploited by so-called "complex work brigades". Extraction of pitchblende began in 1954. The material mined was shipped to Ronneburg, its further destination could not be determined.

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Teichwolframsdorf Motor Pool

12. In March 1954, the Teichwolframsdorf motor pool had a motor vehicle park of more than 300 x 4-ton tipping trucks four-fifths of which were on continuous duty. In addition to these cars, some 300 to 320 motor vehicles from the Katzendorf motor pool were put at the disposal of the Teichwolframsdorf motor pool. The trucks served exclusively for transports of active material from the Trusznig-Teichwolframsdorf-Crosskundorf open-pit workings to the Sorge-Settendorf ore storage bunker.
13. The Sorge-Settendorf ore storage bunker consisted of four compartments. Both its front and rear side were equipped with three ore chutes. From two of these chutes, ore was loaded into Soviet-operated tipping cars and brought to the loading ramp Neumuhl near Greiz for direct transloading onto flat cars. Material from the third chute was transported by German-operated tipping trucks either to Teichwolframsdorf railroad station, where it was directly transloaded from the ramp onto flat cars, or to the Teichwolframsdorf ore storage bunker. From the ramp, 6 flat cars were loaded at a time. The bunker was filled only if no freight cars were available.

Gauern Loading Point

14. The Gauern ore loading point was equipped with a ramp for tipping trucks and a rail line and accommodating 10 freight cars along the ramp. Active material from the Gauern mine was delivered by ZIS trucks. Mine Muecke opened up in June 1955 and subordinated to Mine Gauern was still under construction and no extraction work was started. Active material was classified into grades, I, III, and IV, grade-I being the best quality ore. Grade-IV was of very low activity and was sent to the dumps.
15. After April 1955, a daily average of 90 to 100 freight cars of 15 to 20 tons capacity carrying a total of 1,300 to 1,700 tons of active material were shipped out. No ore was delivered from the mine on Sundays and holidays. Work was stopped on Sundays at 0600 hours. Some 24 to 32 freight cars were loaded with grade-I ore daily. [redacted] shipments of grade-I ore were dispatched to [redacted] and Dresden/Gittersee; grade-III ore was shipped to Zwickau/Crossen.

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Comment: Deutsch-Sowjetische Freundschaft.

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